

THE BOLTON CLAIRVOYANTE AND SIR JOHN FRANKLIN.—Mr. Haddock, of Bolton, asserts that none of the previous statements of the clairvoyante are contradicted by the arrival of Sir James Ross. Her assertions that Sir James had not been seen by Sir John Franklin, that he was nearer to England, and that two ships, connected in some way with the expedition, were coming home, were now known to be correct. He (Mr. Haddock) had since, three times, put her into the internal state, in order to make some further inquiries. She said that the two ships which had arrived were the same that she saw and meant; and that the ship of which she spoke, when the naval officer was at Bolton on the 26th of September, as having the "sheets up," was one of them. She was then informed of a discrepancy in her statements as to the ships in the ice. She said, "Sir John Franklin said he had not seen Sir James Ross, and I thought they must be his ships." She persists in saying that the ships she meant are still where she saw them, also that Sir John Franklin is still alive, and where she said he was, and that he still thinks of getting away by the time stated, but that he will not come back the way he went. As a further test of Sir John's actual position, he (Mr. Haddock) had tried her at different times of the day with a watch, and invariably found that she gave a difference of about six hours and a half. Taking all things into consideration, Mr. Haddock thinks the friends of Sir John Franklin may consider the probability of his being alive, as far as clairvoyance can determine it, is rather increased than diminished. In conclusion, Mr. Haddock suggests the possibility of Sir John's being ultimately released from his situation by an accident, as Sir James Ross has been.

#### SEARCH FOR SIR JOHN FRANKLIN, BY THE "ADVICE," WHALER.

THE following most interesting narrative of the proceedings of the *Advice* whaler, Captain Penny, in search of the missing expedition, is from the pen of Mr. Goodsir, who shared all the perils attendant on a whaling voyage in the arctic regions, with the view of assisting to discover and to relieve his gallant friend Sir John Franklin. The noble conduct of Captain Penny is beyond all praise. Actuated solely from motives of humanity, and without seeking fee or reward, it will be seen that he hesitated not to place his ship in danger in the good cause:—

"My letters, which were forwarded by the *Truelove*, were very hurriedly written, and I had neglected to mention in them many things, trifling indeed in themselves, but which, in the entire absence of any information of the expeditions from other quarters, may be looked upon as interesting. Not calculating upon their gaining the publicity they did, I had scarcely referred to the credit which Captain Penny, of the *Advice*, deserves for his enterprise and exertions. He ran no slight risk in doing what he did; for his ship had already a valuable cargo on board, and her doublings and fortifications were almost under water. But with a well-grounded confidence in his experience and knowledge of the navigation of these seas, he determined to run all risks, and do his utmost to render assistance to the expeditions, trusting that if he could procure whales in the Sound, it would justify the step to the owners.

"I may here mention that Mr. Penny has spent almost the whole of his life amidst the hardships of the Davis Straits whale fishing; that his natural habits of observa-

tion are great, and his knowledge of the different phenomena connected with the motions of the immense fields of ice in Baffin's Bay, profound. This is not only my own opinion, formed after eight months' constant intercourse, and after many conversations with him upon the interesting, and yet little known subject of the arctic ice; but it is the expressed opinion also of every one amongst the whalers to whom I have spoken upon the subject. His name as a navigator is moreover already known, from his accurate exploration of the Gulf of Teundniakbeek, or Hogarth's Sound, generally called by the whalers Kier-wisoko, and the coast to the northwards.

"It was on the 2nd of August that Captain Penny determined to proceed immediately to Lancaster Sound, and, if possible, to Prince Regent's Inlet, having on that day heard, through the American ship *M. Clellan* of New London, of the entire loss of the *Lady Jane*, of Newcastle, and the *Superior*, of Peterhead; and that nothing whatever had been seen or heard of the *North Star* by any of the ships. Sail was immediately made, and the ship run to the northward with a sharp breeze from S.E. In the afternoon we were off Cape Walter Bathurst. On this occasion, and on passing over the same ground a month previously, we saw a considerable number of middling-sized icebergs, all of them of a very dark colour, and having immense blocks of quartz embedded in their substance. This seems to be peculiar to the bergs of the west coast, for although I saw on some of those on the east side dirt bands and earthy stains, it was very far from being so general as it is here. Unluckily, I had no opportunity of closely examining these icebergs. A strong and favourable breeze continued throughout the night to carry us rapidly into the sound, and the weather being still clear and delightful. A keen and anxious look-out was kept by every one for the slightest trace which might have been left by either of the expeditions.

"We had run past the magnificent headland of Cape Byam Martin, and Possession Bay was opening out to our view. It still continued beautifully clear, but every object within sight was transformed by refraction—a phenomenon the effects of which so often attract the attention of the arctic voyager. I was standing on the fore-castle, examining with a telescope every point of the shore with an anxious eye, when, with a thrill of joy, I recognised a flag-post and ensign. I gazed earnestly at it; there could be no mistake—I could almost make out the waving of the flag. Without saying a word, I put the glass into the hands of a man who was standing near me, and told him to look at the point a-head. He did so, and, with a start, immediately pronounced that he saw a signal flying. Delighted and overjoyed, I snatched the glass from his hands, and again applied it to my eye. For an instant I saw the wished-for signal, but for an instant only; it faded and again appeared, but now distorted into a broken and disjointed column, now into an upturned and inverted pyramid. The refraction had caused a piece of ice to assume those forms. I need not say I was dejected after this sudden disappointment; but I resumed my eye-search along the shore, as did also a few warm-hearted souls on board, the master scarcely ever leaving the crow's-nest.

"During the whole of Friday the 3rd, the favourable breeze continued, carrying us on. We had as yet met with very little ice, and what we had seen was very light; everything looked well, and we had high hopes. In the forenoon, whilst off Cape Hay, an admiralty cylinder was put overboard, enclosed in a cask, according to the admiralty instructions, marked with a pole and vane, and properly ballasted. We were now running past Navy Board Inlet, and had to stand more to the northward, so that we were rather further from the south shore, and the headlands on each side of the deep Bight of Croker Bay were seen looming in the distance of the opposite shore.

"From what I could make out at the distance, the country to the westward of Navy Board Inlet appeared to me to be of a much leveler and flatter nature than any I had yet seen.

"The immense towering and snow-capped mountain ranges had disappeared, and a moorlike champagne

country taken their place. On some parts of the shore, however, were abruptly precipitous rocks of an extraordinary appearance, perfectly on the top, and having a basaltic buttressed appearance in front, without any apparent trace of stratification; for here, even at a great distance, the fact of a rock being stratified or not can be made out by the snow resting on the successive ledges.

"We continued running, with every sail set that would draw, during the whole of Friday the 3rd. Late in the evening it began to lower and overcast, when I retired to my berth, having been on deck, without intermission, since we had entered the sound. On going on deck again at four a.m. on Saturday the 4th, to my great chagrin, I found that it was quite thick, and blowing very hard with a heavy sea, and all the appearance of an increasing gale. The top-gallant sails had to be stowed and the top-sails reefed. By six a.m. the gale had so increased that the ship had to be hove-to under close-reefed maintopsail. A heavy cross sea was by this time running, and it was exceedingly thick and misty. At ten a.m. we fell in with heavy washing ice; a press of sail had to be made on the ship, and she was reached over to the north side of the sound, where she was again hove-to, until ten at night, when the ice was again found to be under our lee. The sea was here breaking with the greatest violence and magnificently upon the heavy masses of ice and upon a solitary berg which was in sight.

"Sail had again to be made, and the ship plied to windward. A very heavy cross-sea running, the waist boats had to be taken in on deck. It moderated slightly on the forenoon of Sunday, the sea was falling, and, to my great joy, the weather began to clear. We found ourselves in the deep bight of the ice, which apparently

stretched in a crescentic or concave direction, from Cape York on the south side to about Barnett's Inlet on the north. The gale had completely broken up the ice, that is to say, it was in the state of pack ice. Captain Penny says that he could make out from the mast-head Prince Leopold Islands, and, moreover, that he distinctly saw a water sky\* beyond the ice. I have the most perfect confidence in this opinion of Mr. Penny, for I know that he has an eye thoroughly educated to the use of the telescope, and is, as I have on many occasions had opportunities of remarking, an adept in the use of it.

"We now commenced to ply our way out of the sound again, deeply chagrined at having to renounce our search. For my own part, I was miserably distressed; for I had failed in achieving the principal, if not the only object of my voyage. But Mr. Penny had scarcely another course open to him; he was not authorized by his owners to prosecute the search, or to go out of his way in obtaining information regarding the expeditions. As long as there was a chance of procuring whales in Prince Regent's Inlet, he might have persevered, although, as I have said before, his ship was very deep in the water, and the risk would have been great in pushing through the heavy pack ice which we had fallen in with. But when, at the conclusion of the gale, we found that the land ice had been entirely broken up, which rendered it impossible to prosecute the fishing in this direction, and consequently his continuation of a search after the expeditions incompatible with his duty to his owners, he was reluctantly compelled to retrace his steps.

\* "Water sky." A certain dark appearance of the sky, which indicates clear water in that direction, and which, when contrasted with the blank over ice or land, is very conspicuous.—PARRY.



"The next three days were melancholy enough, and the weather was dark and stormy. Our progress eastward was very slow—a curious fact, as Mr. Penny informed me that, on previous occasions, the difficulty always had been to make their way up the sound against the current, which sets to the east with great strength.

"About midday on Thursday the 9th it began to clear. We found ourselves about three miles off the west cheek of Navy Board Inlet. Throughout the afternoon and evening it gradually improved, until about midnight, when it was calm and brilliantly clear. An admiralty cylinder was here got ready, and enclosed in a small cask, along with some of the latest newspapers which we had on board, and two boats were despatched on shore to bury it in the most conspicuous place possible. I went in one of the boats; we landed on a small island upon the west side of the inlet—one of the Wollaston Islands, I apprehend. Whilst pulling in, and approaching the land, I strained my eyes in all directions in search of cairns and signals of any sort, but not the slightest vestiges of such were to be seen. As we rounded the west side of the island, to obtain a suitable landing-place, I saw many blocks of ice aground on the rocks, and observed through the clear water that the rocks at the bottom were all scratched and polished by the friction of the ice. The only appearances of algae were in the deep clefts of the rocks, and these were but scanty. We landed on the south-west side of the island, and found it to be entirely composed of limestone, and about a little more than a quarter of a mile square. Scattered about on the island were various large worn boulders of granite, some of them more than half way up the highest point, which I should say was about fifty or sixty feet above the level of

the sea. There was scarcely a vestige of vegetation to be seen.

"We disturbed on our landing about half a dozen pairs of the eider duck (*somateria mollissima*). Their eggs I found to be within a very few hours of maturity. There were besides numerous nests, the occupants of which had, I suppose, already winged their way southwards. Two Brent geese (*anser bernicla*), and a single pair of arctic terns (*sterna arctica*), were most vociferous and courageous in defence of their downy offspring.

"On the east side of the island, in a snugly-sheltered little cove, was the remains of an Esquimaux summer hut, but evidently of some seasons back, surrounded by the bones of the bear, fox, and seal, and a few little bits of baleen. I observed also a portion of the base of a human skull, but evidently long exposed to the effects of weather and atmosphere. In the moontime the men had dug a hole on the top of the island, and, having inserted the cask, it was covered up, a cairn of stones erected on the top, and a pole fixed therein, on which was put a black ball.

"We then prepared to return to the *Advice*, which by this time had stood further in, and had the signal of recall hoisted. It was with slow and tardy steps that I made my way towards the boats, scarcely being able to believe that it was necessary I should leave a spot which seemed to me so near our dear friends—a spot, moreover, rendered memorable as being almost the exact one from which a despairing party was, on a former occasion, snatched from a lingering fate.

"We had not been long on board before thick weather came on. We lost sight of the land entirely, and did not see it again until the 14th, when we were far to the southward, in lat. 71 deg. 69 min."